

BookletChart™

Anclote Keys to Crystal River

NOAA Chart 11409

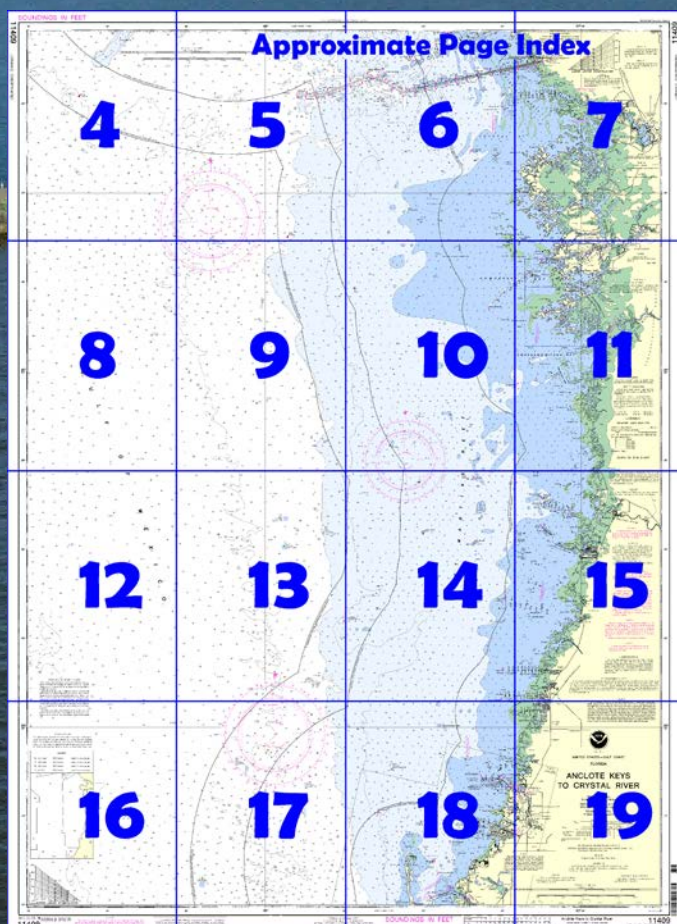


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
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- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

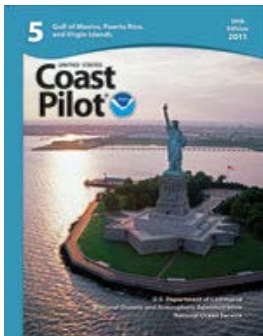
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11409>



[Coast Pilot 5, Chapter 9 excerpts].

The shoals that extend 10 miles offshore for 40 miles N from **Anclote Keys** are **St. Martins Reef**. The outer limit is marked by **St. Martin Outer Shoal Light 10** (28°25'48"N., 82°55'06"W.), 16 feet above the water and shown from a dolphin with a red triangular daymark. Strangers should approach the coast with care. Small craft of 3 to 4 feet in draft follow the coast closely, especially during windy weather, and find comparatively

smooth water by keeping 7 miles offshore. Hazy atmosphere frequently obscures this section of the coast, and the vessels standing inshore close enough to sight land are mostly spongers and fishermen, who

sometimes anchor in shoal water, soft bottom, behind shell reefs and ride out the heaviest gales.

Hudson. The entrance channel had a centerline depth of 2 feet. The channel is marked by a light and daybeacons. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, sewage pump-out, launching ramp, wet and dry storage are available.

Aripeka. There are deep springs and shoals in the creek, which has a depth of 1 foot. The approach is marked by a private light and daybeacons. The bridges around the N and S sides of the island have clearances of 4 and 8 feet. There are fish camps on the creek. Gasoline in cans, water, ice, and provisions are available at the N of the two bridges. The village on State Route 595 has a launching ramp.

Hernando Beach. Transient berths, electricity gasoline, diesel fuel, water, ice, marine supplies, provisions, a launching ramp, are available. The approach channel is marked by a private light and daybeacons and can be followed by keeping several yards S of the jetty and fill spit. The channel had a depth of 4 feet. A large submerged rock covered at all stages of tide was reported in the middle of Hernando Beach channel.

Bayport is at the mouth of **Weeki Wachee River**. On a favorable tide 2 feet can be taken to a small marina 1.5 miles above the mouth.

Gasoline, water, ice, marine supplies, and outboard engine repairs are available. Bayport Channel Approach Light BP (28°32'48"N., 82°42'24"W.) marks the approach to the channel to Weeki Wachee River. **Beacon Rock**, close N of the light, covers at high water and is marked by a private daybeacon. A public launching ramp and wharf are near the N side of the river entrance.

In 1999, the centerline controlling depth was 3½ feet from Homosassa Bay Light 4 to Homosassa River Daybeacon 81, thence 3 feet to Daybeacon 5 at the end of the project. **Homosassa Bay Entrance Light 2** (28°41'26"N., 82°48'39"W.), 16 feet above the water and shown from a dolphin with a red triangular dayboard, about 3.3 miles SW of the entrance to the channel, marks the approach. The river entrance is clearly marked by lights and daybeacons. Shoals on either side of the channel are discernible by their lighter color. The river channel is marked by daybeacons.

The overhead power cables crossing Homosassa River below Homosassa have a reported least clearance of 45 feet.

Manatees.—Regulated speed zones for the protection of manatees are in Homosassa River. (See Manatees, chapter 3.)

Crystal River empties into the N side of **Crystal** 45 miles N of Anclote River and 23 miles SE from the town of Cedar Keys. **Mangrove Pointon** the S side of the entrance to the bay, is prominent in the approach from the SW. The white shell of **Shell Island**, on the S side of the river's entrance, is prominent when approached from the dredged channel across Crystal Reefs.

A marked channel with dredged sections leads from the Gulf through Crystal Bay and Crystal River to **Kings Bay** and the town of Crystal River at the river head. The channel through Crystal Reefs to the mouth of the river on the N side of Shell Island to Kings Bay is marked by daybeacons.

Manatees.—Regulated speed zones and a motorboat prohibited area for the protection of manatees are in Kings Bay. (See Manatees, chapter 3.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Table of Selected Chart Notes

Corrected through NM Nov. 24/07
Corrected through LNM Nov. 20/07

NOTE I
Numerous signs exist within this area.

HEIGHTS
Heights in feet above Mean High Water.

NOTE B
SALT RIVER
The controlling depth was 2 feet in Jan. Mar. 1975.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE H
The channel leading into the Crystal River Power Plant had a reported controlling depth of 20 feet in Feb. 1980 - Apr. 1981.

For Symbols and Abbreviations see Chart No. 1

NOTE C
With local knowledge a depth of 6 feet was reported available north of the rock in 1975.

NOTE D
CRYSTAL RIVER
The controlling depth was 6½ feet on the centerline from Light 1 to daybeacon 21 (28°55'35"N, 82°41'38"W); thence 5½ feet to daybeacon 23, opposite Bagley Cove; thence 2½ feet to the public boat ramp.
Aug 2009

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE G
Numerous markers and daybeacons lead from Salt River bridge into Crystal Bay.

NOTE E
HOMOSASSA RIVER
The controlling depth was 3½ feet on centerline.
Sept. 1999

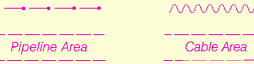
NOTE F
Colregs demarcation lines follow the general trend at the seaward high water shoreline except where charted.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.022" northward and 0.637" eastward to agree with this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Tampa, FL KHB-32 162.55 MHz
Inverness, FL WWF-38 162.40 MHz
Largo Marine, FL KEC-38 162.450 MHz

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

Mercator Projection
Scale 1:80,000 at Lat 28° 34'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION
Loran-C rates 7980-W and 7980-Y are reported to provide the most reliable coverage over the entire charted area.

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.
Refer to charted regulation section numbers.

LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary
EXAMPLE: 7980-Y

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus: ---

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

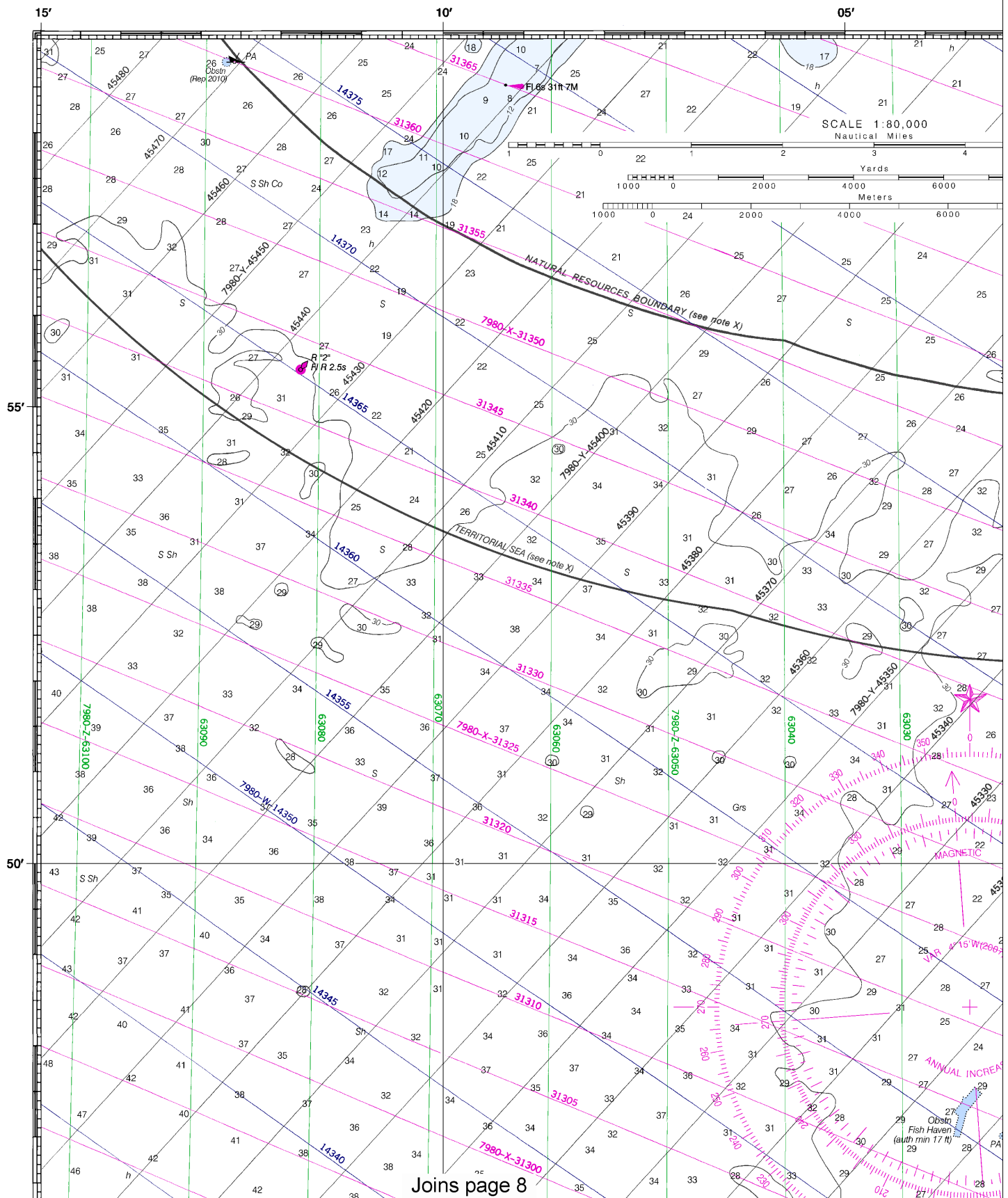
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Bayport	(28°32'N/082°39'W)	feet 3.3	feet 2.9	feet 0.5
Anclote Keys	(28°10'N/082°51'W)	3.0	2.8	0.4
Indian Bay	(28°27'N/082°40'W)	3.4	3.0	0.6

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Nov 2007)

11409

LORAN-C OVERPRINTED



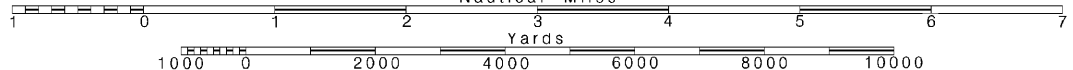
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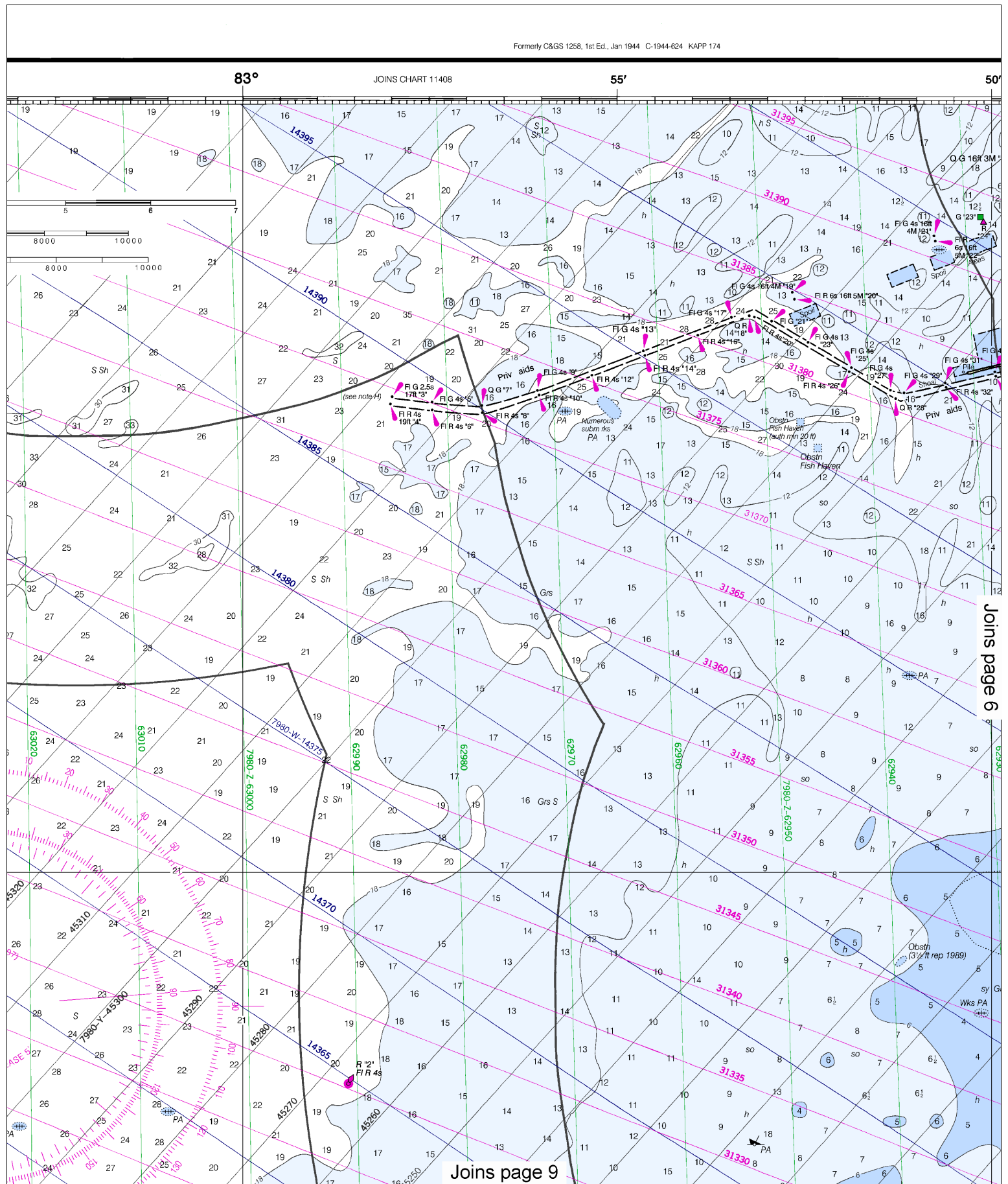
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Printed at reduced scale.

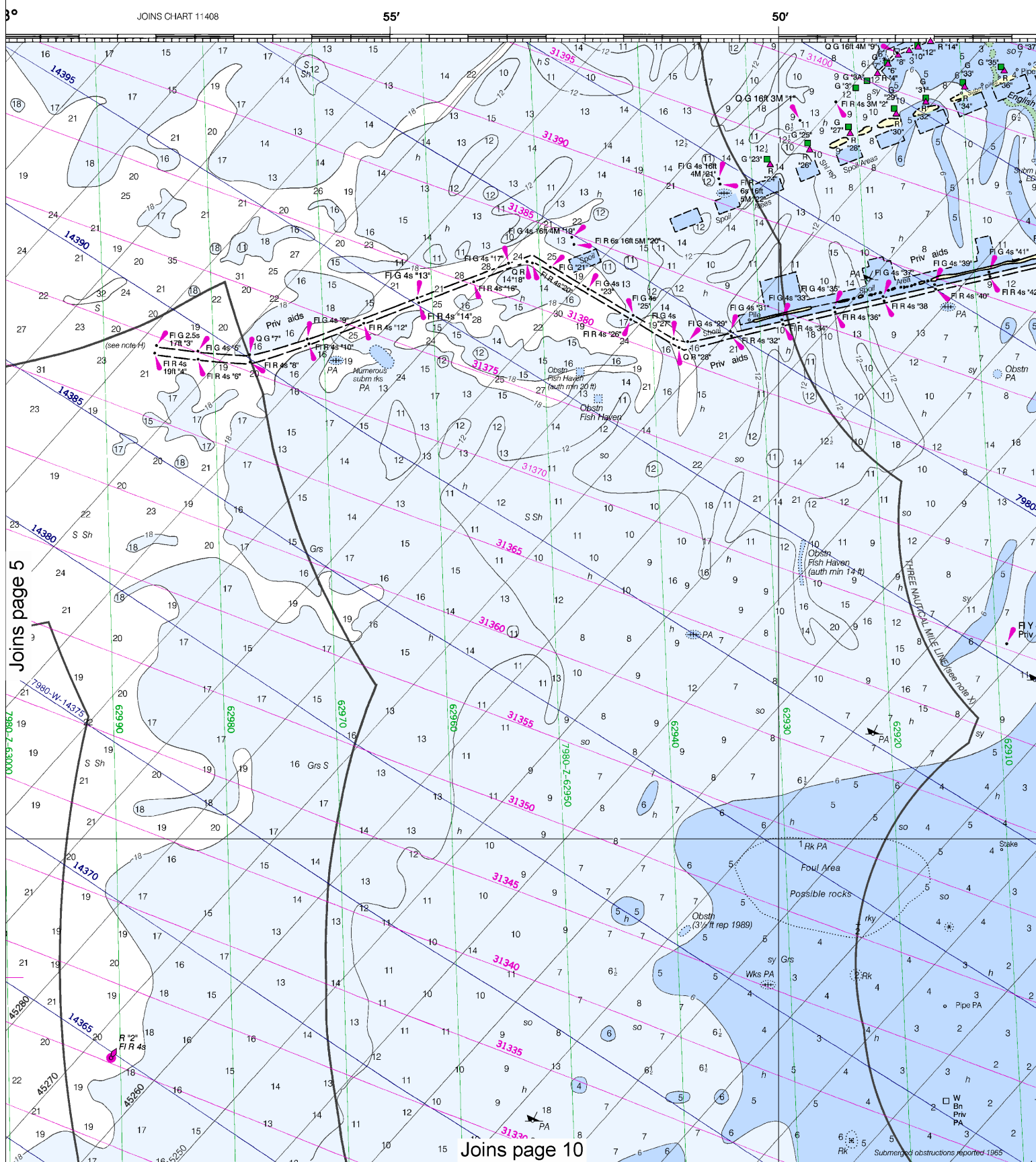
SCALE 1:80,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:106667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



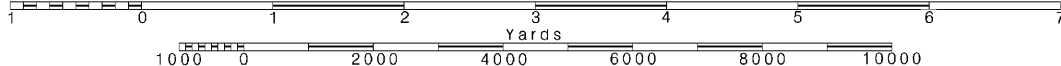
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

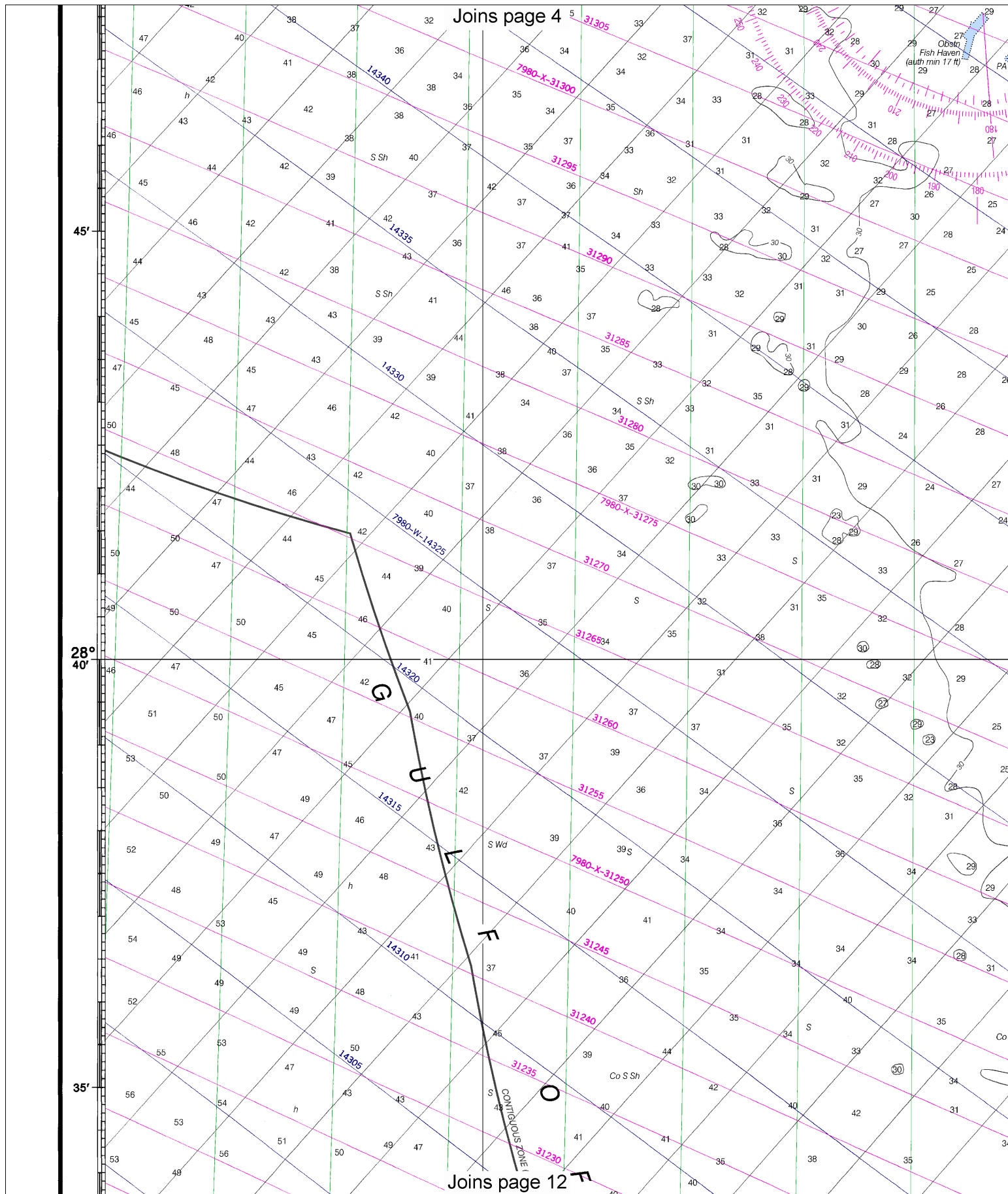
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LORAN-C OVERPRINTED

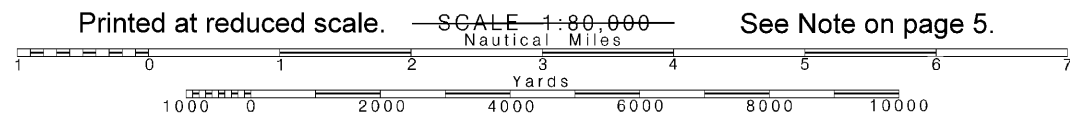


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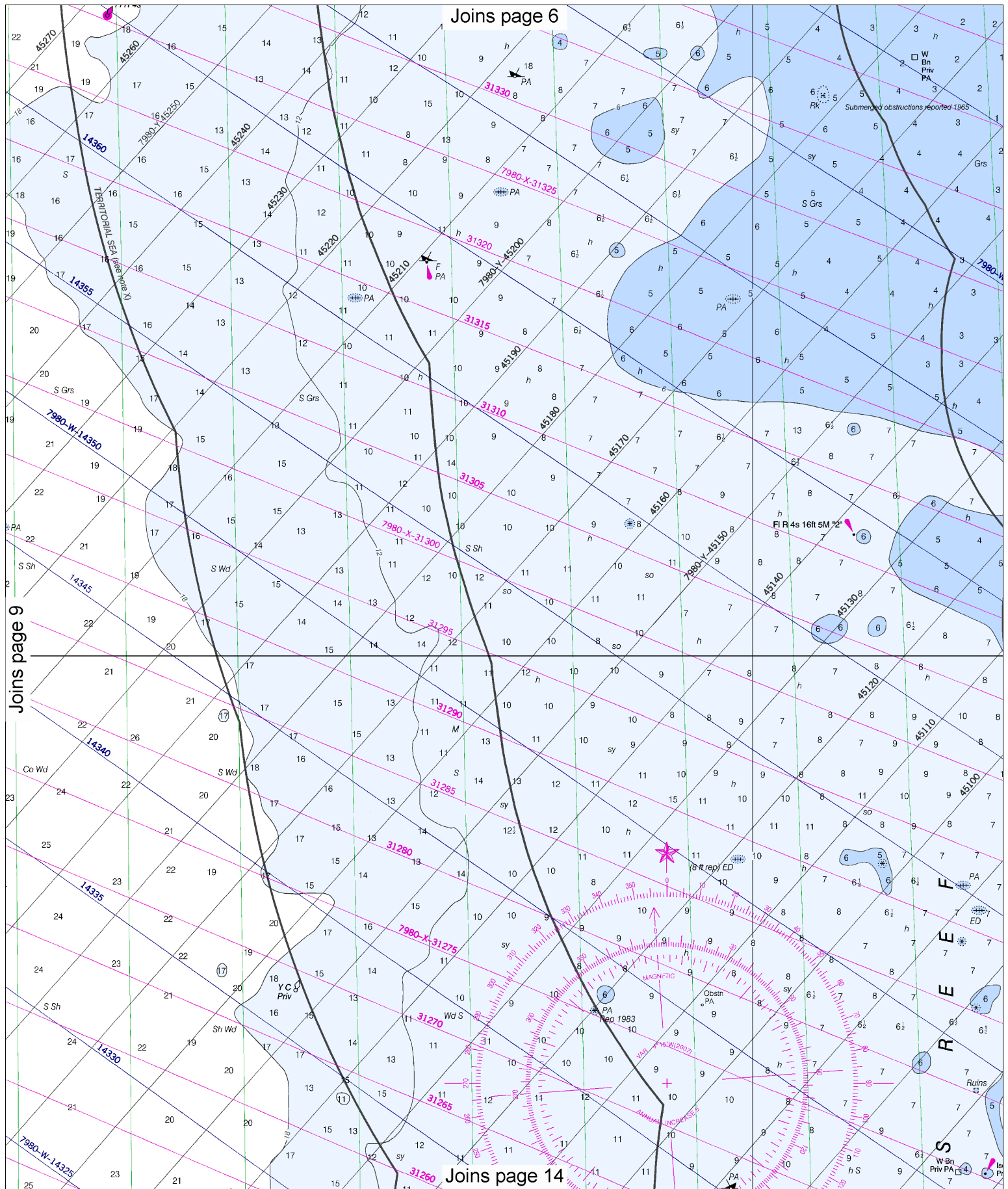
Note: Chart grid lines are aligned with true north.



See Note on page 5.

[illegible]

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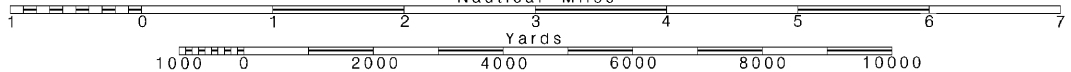
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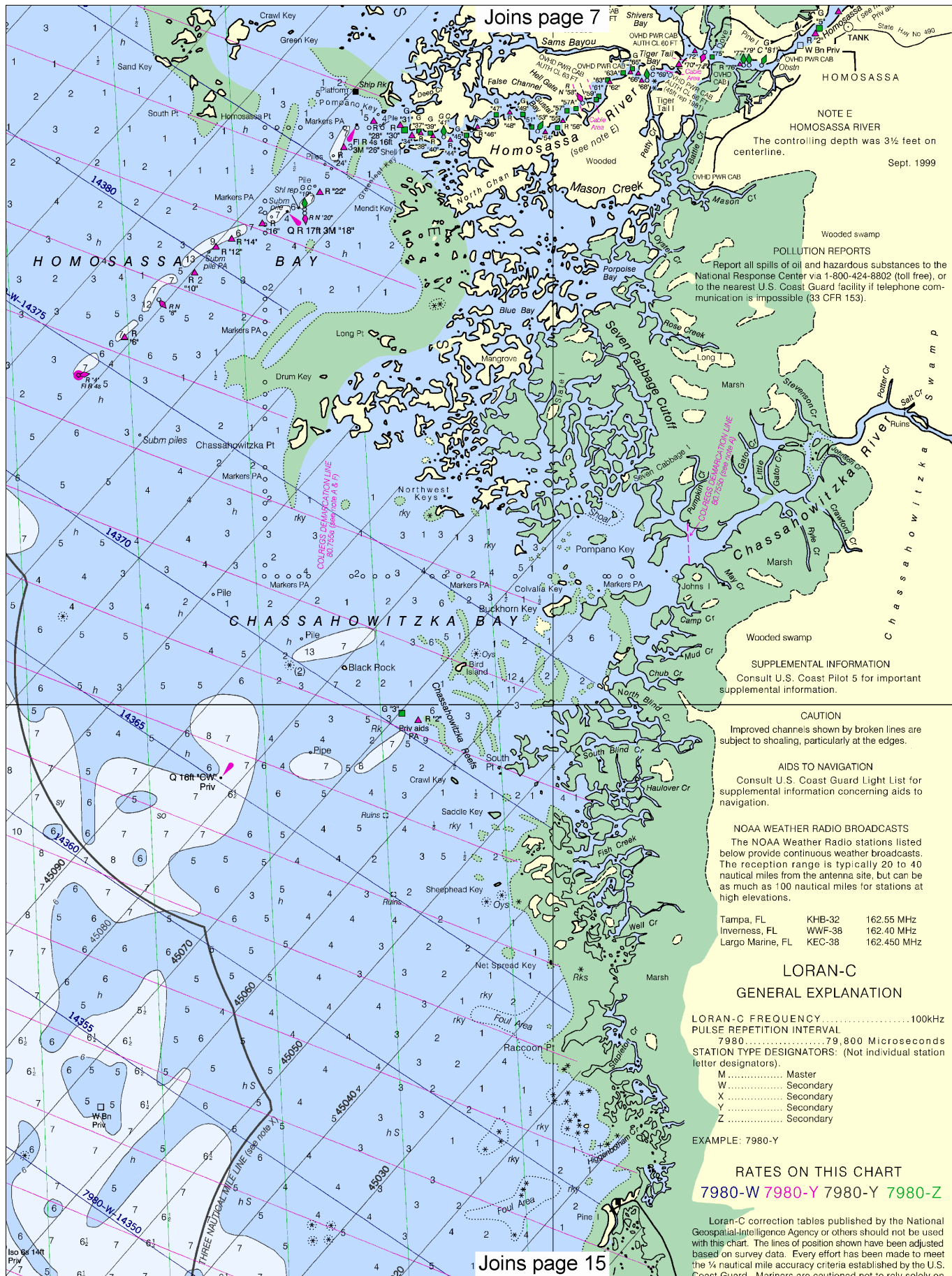
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





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Joins page 15

NOTE E
HOMOSASSA RIVER
The controlling depth was 3½ feet on centerline.
Sept. 1999

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION
Improved channel/s shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tampa, FL	KHB-32	162.55 MHz
Inverness, FL	WWF-38	162.40 MHz
Largo Marine, FL	KEC-38	162.450 MHz

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 7980-Y

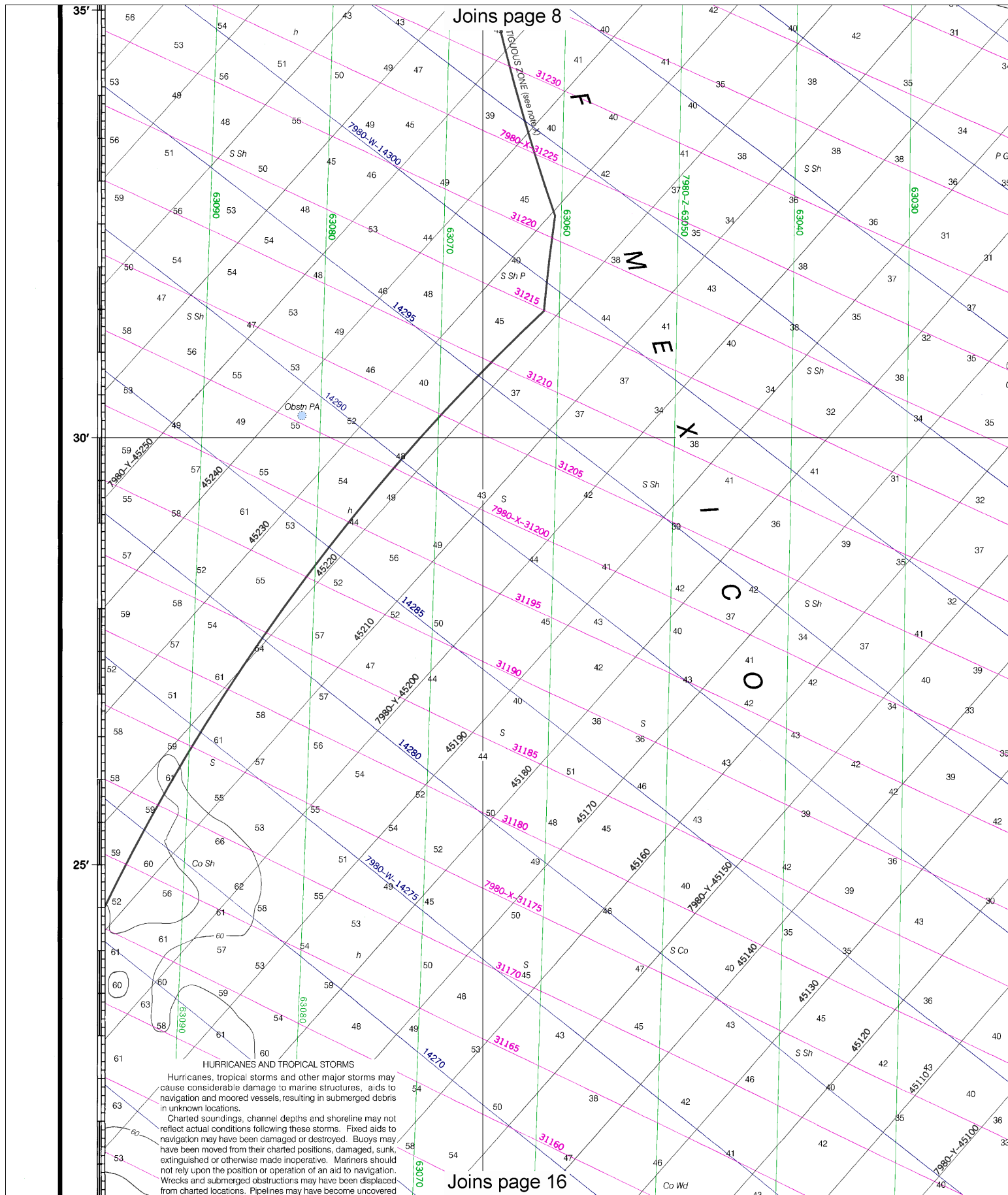
RATES ON THIS CHART
7980-W 7980-Y 7980-Y 7980-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on

45'

28°
40'

35'



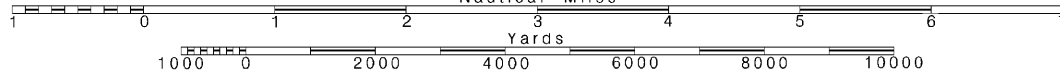
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Note: Chart grid lines are aligned with true north.

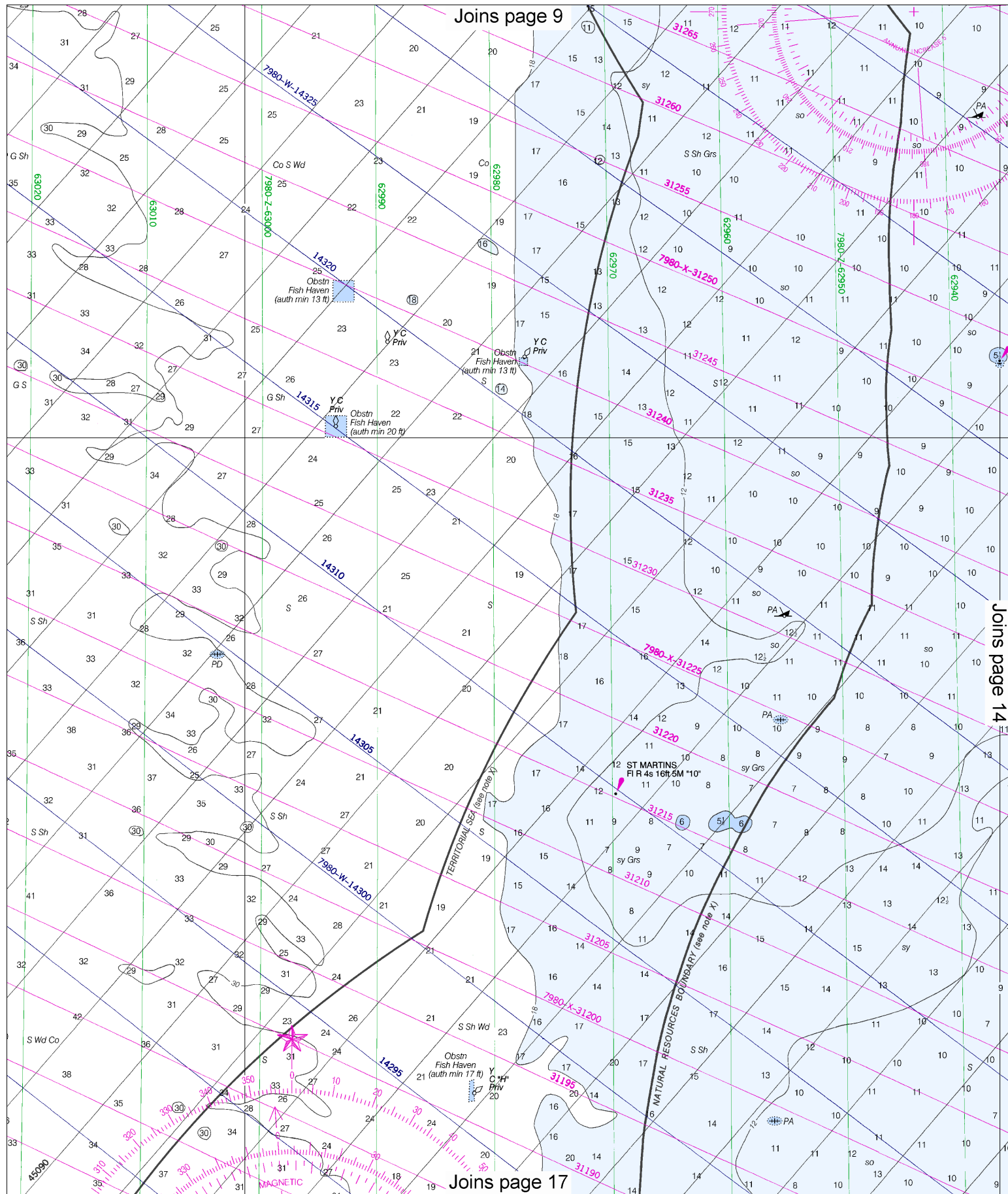
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

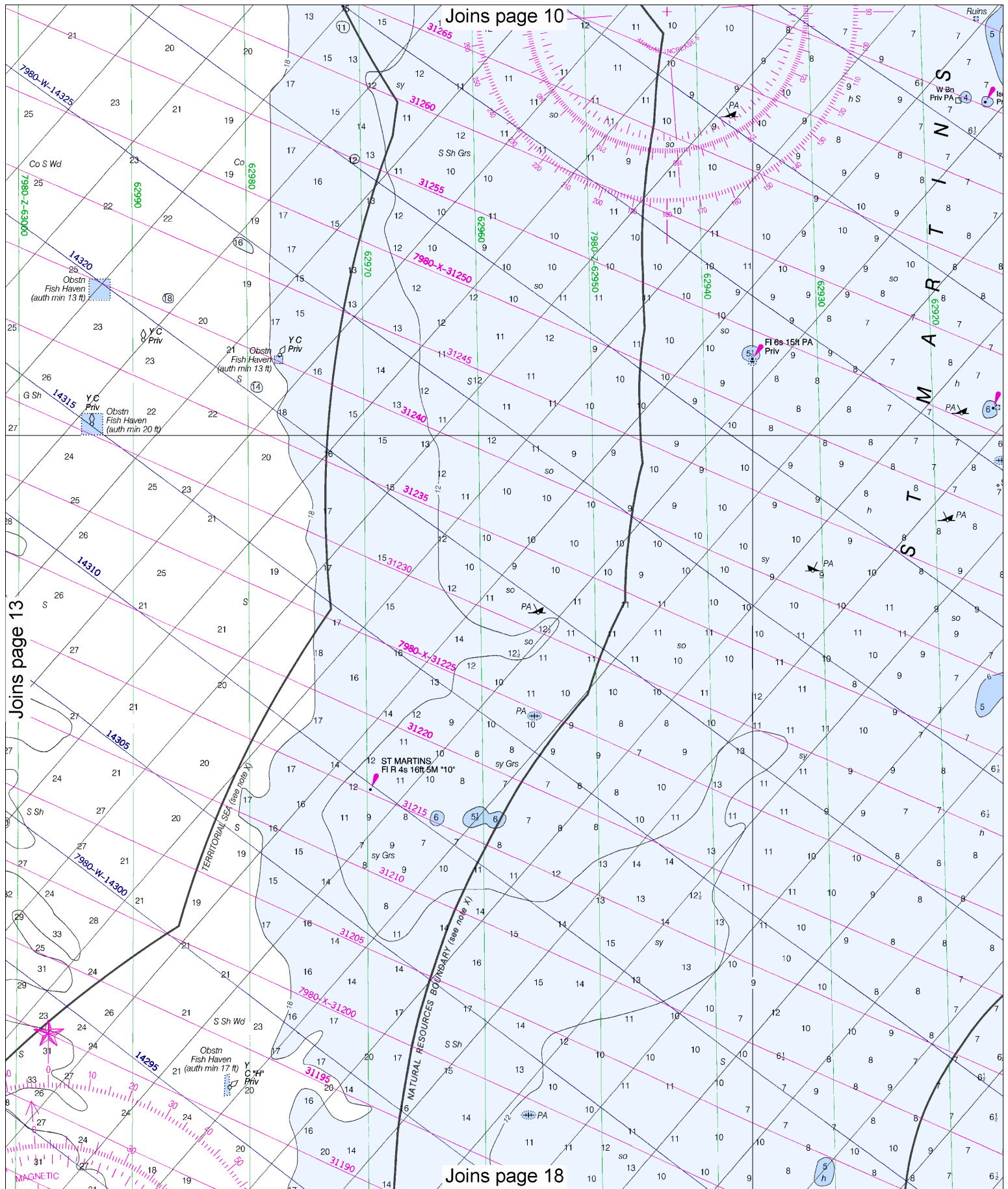


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Joins page 14

Joins page 17



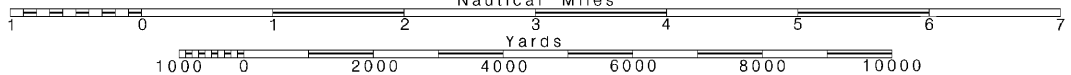
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



7980-W 7980-Y 7980-Y 7980-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

CAUTION

Loran-C rates 7980-W and 7980-Y are reported to provide the most reliable coverage over the entire charted area.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

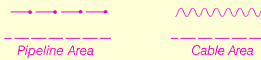
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Covered wells may be marked by lighted or unlighted buoys.

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NOTE F

Colregs demarcation lines follow the general trend at the seaward high water shoreline except where charted.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

NOTE X

the 12-nautical mile Territorial Sea, established by Presidential Proclamation.

cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

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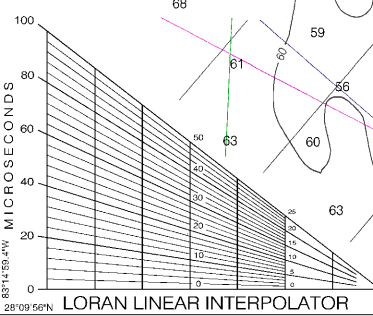
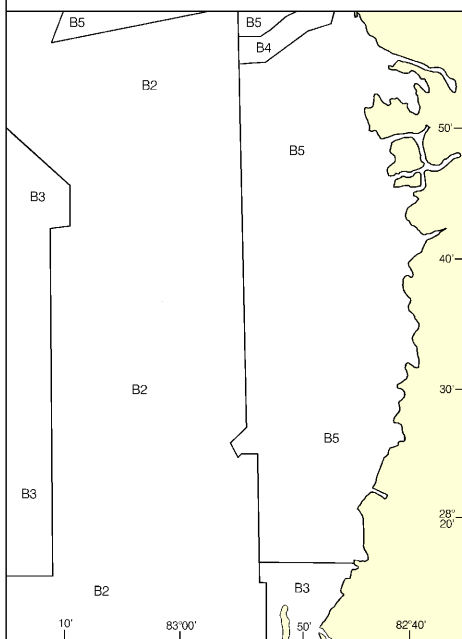
Joins page 12

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



29th Ed., Nov. /07 ■ Corrected through NM Nov. 24/07
Corrected through LNM Nov. 20/07

11409

LORAN-C OVERPRINTED

CAUTION

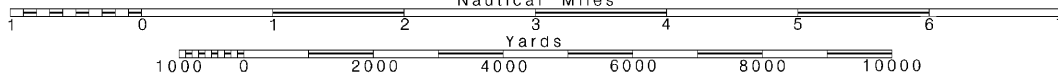
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, adding to the chart to the Chief, Marine Chart Division (N/C Service, NOAA, Silver Spring, Maryland 20910-3282).

Printed at reduced scale.

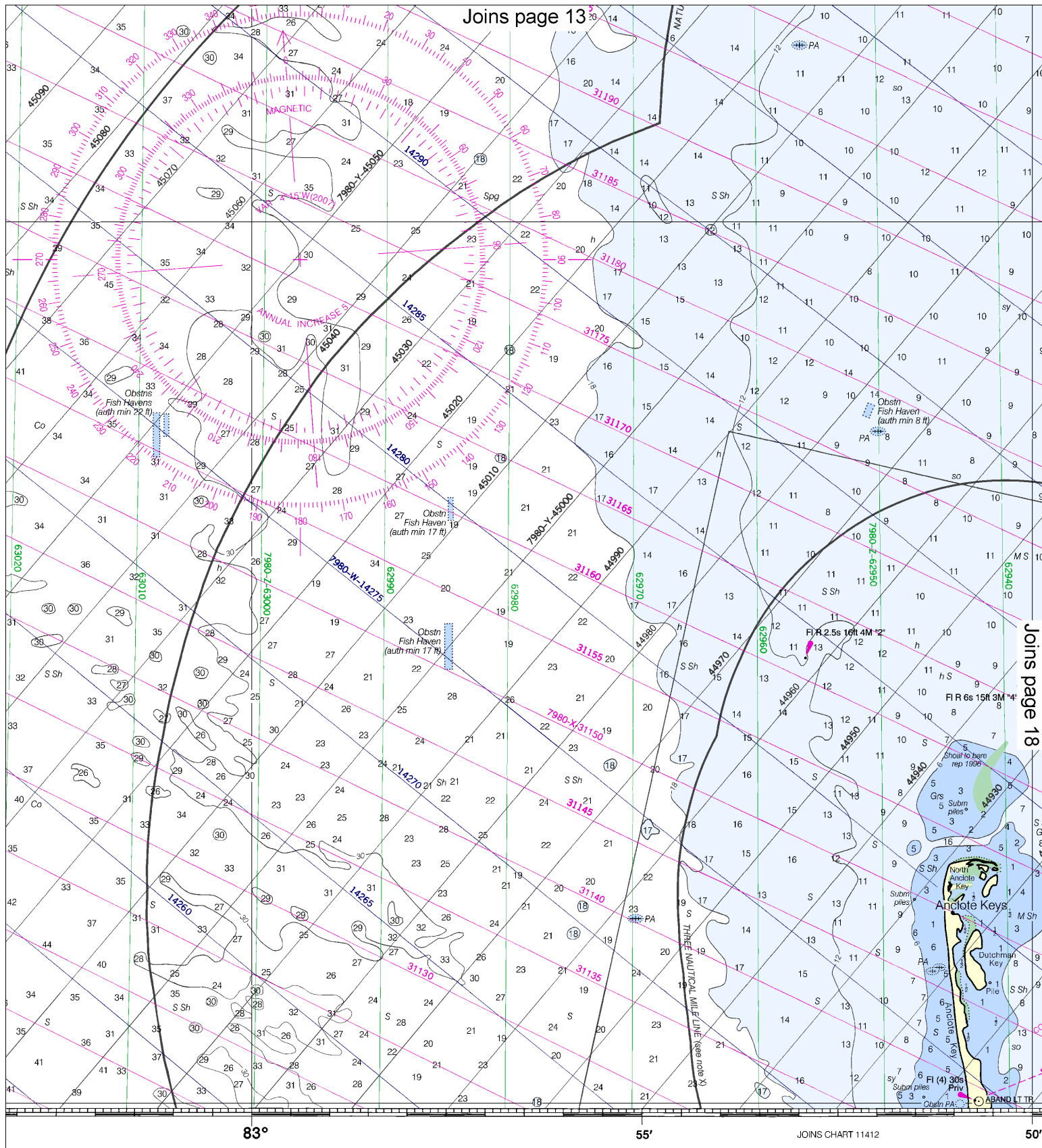
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

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navigation. The National
 itions, or comments for
 (VCS2), National Ocean

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDING

Critical corrections: Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

FLORIDA

ANCLOTE KEYS TO CRYSTAL RIVER

Mercator Projection
Scale 1:80,000 at Lat 28° 34'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Bayport	(28°32'N/082°39'W)	feet: 3.3	feet: 2.9	feet: 0.5
Anclote Keys	(28°10'N/082°51'W)	3.0	2.8	0.4
Indian Bay	(28°27'N/082°40'W)	3.4	3.0	0.6

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Nov 2007)

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

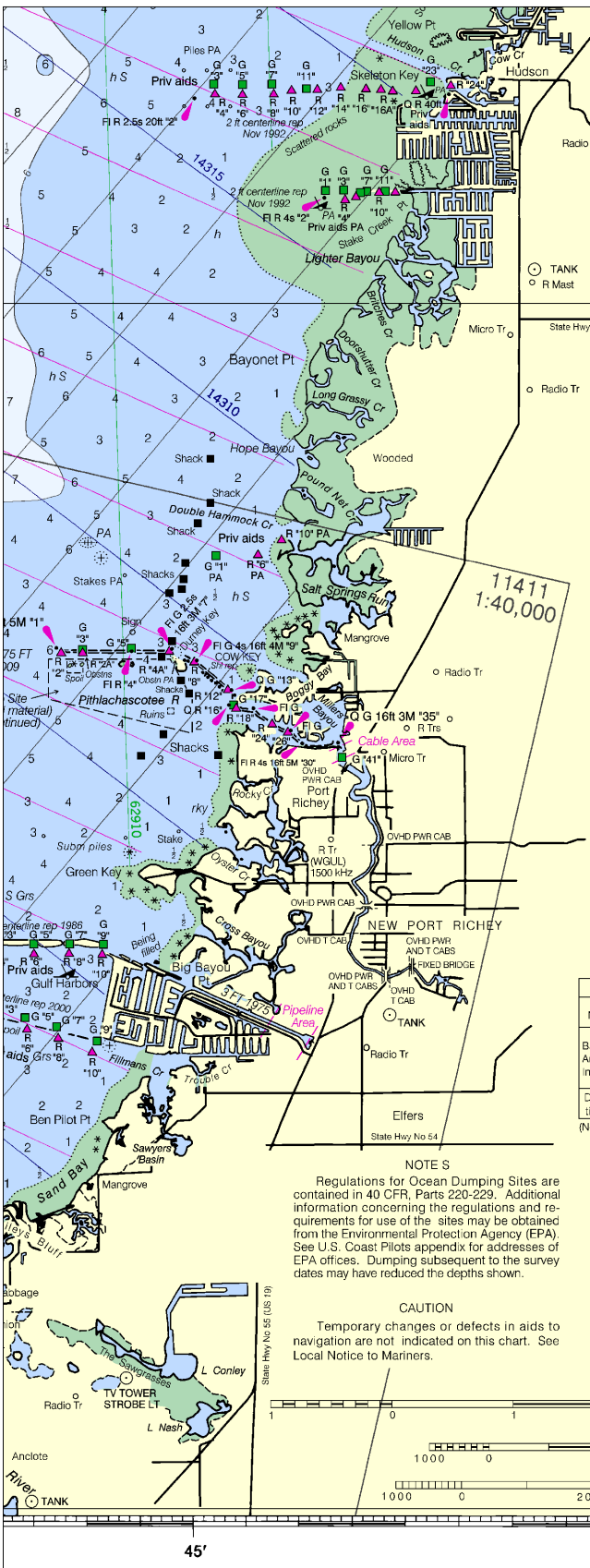
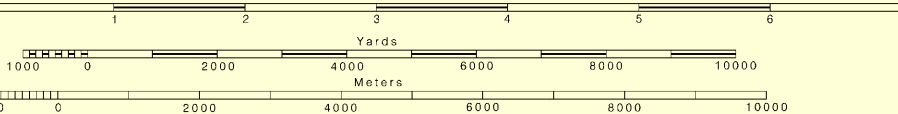
HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SCALE 1:80,000
Nautical Miles



THOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Anclote Keys to Crystal River
SOUNDINGS IN FEET - SCALE 1:80,000

11409
LORAN-C OVERPRINTED



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
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NOAA's Office of Coast Survey



The Nation's Chartmaker